

COMEDY OF ERRORS.

Here is the Twin Problem Carried to its Ultimate Conclusion.

William and Edward Stites are brothers and wealthy real estate men of Wichita, Kan. They are twins, and in addition are so much alike that people who have known them intimately for years constantly mistake one for the other. In the same town lived two school-teachers who were sisters and twins. The authority for the story, A. M. Burton of Kansas, says it is difficult to tell them apart. The four twins met, fell in love and married. Each twin married the twin with whom he or she was in love, though a little mixing made discrimination impossible.

Many stories too long to be retold here are related of them during the courtship, but suffice it for the present narrative to say that in order to avoid mistakes William and the young lady to whom he was engaged assigned Monday, Wednesday and Friday as their nights for courting, and Ed called on the remaining nights of the week, so there would be no mistake. They were married by the same minister at the same time. The bridesmaids were dressed alike, and so were the brides. The groom got a little mixed up and to refer to his own, and the high contracting parties are satisfied that they got the one they wanted. The father of the boys presented them both coats that were twins, and Mr. Burton says any day these gentlemen, looking in the same way, wearing the same hats and having the same names, could be taken for twins. They are known to near-by friends.

Well, twins have come into those two households, and it is gravely asserted that each set of twins cannot be determined from the other. They have all four been in one house, and the visiting mother has taken the babies home with her, and if they become mixed they comfort themselves by saying, "It's all in the family anyhow." The children are satisfied with either of the ladies as a mother. When either one of the gentlemen meets any one of the four on the street and it calls "Hello, papa," he doesn't know whether it's his or not.

Eight of these twins, for, of course, the boys are to be left in Wichita, are coming to see the fair. At the hotel are two negro boys, twins, who are to be assigned especially to wait on them. Complications are looked for, as one of these boys once had a broom at the door when a gentleman ordered a brougham, and the other brought a sick man a Bible when he asked for a barber.—Chicago Cor. New York Recorder.

A Niece of Stephen Girard Asks For Help. In a most pathetic letter Miss Emma Dardy appeals for a small pension for her aged and destitute mother, a niece of Stephen Girard, now living in a village of the department of Dordogne, France.

Under the Girard will no money of the vast and very profitable estate can be devoted to any purpose other than the estate itself. The administration of this trust has been the most remarkable on record. Girard devised his entire fortune of \$7,000,000, after making liberal provisions for other charities and public works, to the creation of his college. To such growth has that fortune attained that the net income of the estate for the seven months ending July 31 was \$326,965. The cost of land and buildings to date comprising Girard college has been \$3,350,000 alone. Judicious investment has established the endowment at \$12,500,000 and some place the figure much higher.

This is the fortune from which friends now endeavor to secure a pension for the aged niece of the founder, but there is no way by which even the grant of a single penny could be made.—Philadelphia Times.

Bicycles at Fires.

Boston has discovered a new line of usefulness for the bicycle. Some inventive genius has fitted a wheel with a small chemical tank and a fire ax, with which experiments are going on at the house of a ladder company, South Boston. One of the bicycle houses of that city fitted up a machine of this sort some time ago and sent it to the Chicago fair to be placed in its exhibit, and the machine at South Boston is the second one of the sort ever tried.

The captain of the ladder company says that the practical value of the experiment could not be estimated at present. The machine is being tried by one of his men, who is a wheelman, and for whom it was made. It is a lady's light roadster, with cushion tires, and with its whole outfit weighs about 60 pounds. The chemical tank, fixed between the head of the machine and the seat, holds about two gallons of chemical, which amounts as an extinguisher to 12 pails of water.—Hardware.

Witchcraft.

A correspondent of London Notes and Queries says that "it is said that the belief in witchcraft is rapidly dying out, with other ancient superstitions, even in the most unenlightened districts of England. The following story shows, however, that the black art is still flourishing: 'There is a witch at Misterton who can lay a spell on anybody or anything if she is not suited. None of her neighbors dare say "No" to her, no matter what she asks for, because trouble always follows. One woman did refuse her a bucket of water, and what happened? Why, before long the calf in the calthouse was fixed fast to the thing it took its milk out of, stuck by the nose just as if it were drinking, and there it was, try all the shifts they could, till at last they got her to come and say the word that unloosed it.'"

Snapping Fingers For a Stake.

Frank Sidney of England, said to be the world's champion finger snapper, the other night met Benjamin V. Skinner, colored, in a contest for a purse of \$25 at the Windsor Athletic Clubrooms, Govanstown. After practicing their peculiar exercise for two hours the match was declared a draw. It was announced afterward that a similar contest would take place within two months. This is said to have been the first finger snapping exhibition to take place here.—Baltimore American.

Buy Your CLOTHING, FROM D. J. CHANDLER,

THE CLOTHIER,

If you do not, you will certainly regret it.

HE HAS A Brand New Stock

—OF—

MEN'S and BOY'S Clothing, Hats and Shoes.

Owing to the short crops of Cotton and scarcity of Money, he is selling everything in his line at a sacrifice.

Bargains await you.

Call as soon as you can.

Nov. 15.

—THE— FALL SEASON

opens with

Elegant Goods

and

SPLENDID ATTRACTIONS.

Investigate the golden

opportunity our

New Stock

affords.

WE simply ask you

to

Come

and See

Our Goods,

Assuring all that they

will find the highest

grades and uniform

prices. Our new goods

must be seen to be ap-

preciated.

Samples sent upon

application.

J. Ryttenberg & Sons.

Atlantic Coast Line.



NORTH-EASTERN R. R. OF S. C.
CONDENSED SCHEDULE.

TRAINS GOING SOUTH.

| Oct. 1, '93 | No. 35 | No. 61 | No. 23 | No. 53 |
|-------------|--------|--------|---------|--------|
| | A. M. | A. M. | P. M. | A. M. |
| Le Ft. Lee | * 3 37 | * 7 45 | * 11 00 | |
| " Kingst. | | 8 58 | 12 14 | |
| Ar. Lanes | 4 53 | 9 20 | 12 32 | P. M. |
| Le Lanes | 4 52 | 9 20 | 12 32 | * 7 10 |
| Ar. Ch'n. | 6 50 | 11 20 | 2 38 | 8 45 |
| | A. M. | A. M. | A. M. | P. M. |

TRAINS GOING NORTH.

| | No. 78 | No. 60 | No. 14 | No. 52 |
|-------------|--------|--------|--------|--------|
| | A. M. | P. M. | P. M. | A. M. |
| Le. Ch'n. | * 3 38 | * 5 10 | * 4 12 | * 7 15 |
| Ar. Lanes | 3 23 | 7 05 | 6 03 | 8 40 |
| Le Lanes | 3 23 | 7 10 | 6 03 | |
| " Kingst. | 3 42 | 7 31 | 6 17 | |
| Ar. Ft. Lee | 4 55 | 8 45 | 7 10 | |
| | A. M. | P. M. | P. M. | A. M. |

* Daily. † Daily except Sunday.
No. 52 runs through to Columbia via Central R. R. of S. C.

No. 78, runs solid to Wilmington, N. C., making close connection with W. & W. R. R. for all points north.

Train Nos. 14 runs via Wilson and Fayetteville—Short Line—and make close connection for all points North.

J. R. KENLY, J. F. DIVINE,
Gen'l Manager. Gen'l Supt.
T. M. EMERSON, Traffic Manager.

Charleston, Sumter and Northern R.R.
CHAS. E. KIMBALL, Receiver.

IN EFFECT AUGUST 21, 1893.
All trains Daily Except Sunday.

| N. B. | STATIONS. | S. B. |
|-------|------------------|---------|
| 1 | | 2 |
| A. M. | | P. M. |
| 7 15 | Lv Charleston | Ar 8 45 |
| 8 40 | Lv Pegganill's | Ar 7 27 |
| 8 49 | Harleyville | " 7 05 |
| 9 02 | " Peck's | " 7 05 |
| 9 05 | " Holly Hill | " 7 05 |
| 9 10 | " Connors | " 6 55 |
| 9 17 | " Eutawville | " 6 50 |
| 9 27 | " Vances | " 6 40 |
| 9 42 | " Merriam | " 6 25 |
| 9 53 | " St Paul | " 6 15 |
| 9 59 | " Sommertown | " 6 05 |
| 10 08 | " Silver | " 5 55 |
| 10 16 | " Packsville | " 5 55 |
| 10 28 | " Tindal | " 5 45 |
| 10 42 | Ar Somter | Lv 5 27 |
| 10 47 | Lv Somter | Ar 5 22 |
| 11 00 | " Oswego | " 5 15 |
| 11 14 | " St Charles | " 4 55 |
| 11 23 | " Elliotts | " 4 55 |
| 11 38 | " Lamar | " 4 35 |
| 11 52 | " Syracuse | " 4 25 |
| 12 05 | " Darlington | " 4 15 |
| 12 19 | " Mont Clare | " 3 55 |
| 12 30 | " Robbins Neck | " 3 45 |
| 12 42 | " Mandeville | " 3 35 |
| 12 56 | Ar Bennettsville | Lv 3 21 |
| 1 04 | " Breeden's | " 3 15 |
| 1 08 | " Alice | " 3 05 |
| 1 20 | " Gibson | " 2 55 |
| 1 33 | " Ghio | " 2 45 |
| 1 47 | Ar Hamlet | Lv 2 30 |
| P. M. | | P. M. |

BOND BLUFF BRANCH.

No. 41 leaves Eutawville 9.45 a. m., Belvidere 9.55 arrive Ferguson 10.05.
No. 42 leaves Ferguson 10.35 a. m., Belvidere 10.45, arrive Eutawville 10.55.

HARLIN CITY BRANCH.

No. 33 going North leaves Vances 6.50 p. m., Snells 7.08, Parlers 7.17, arrives Harlin City 7.35 p. m.
No. 34 going South leaves Harlin City 5.15 p. m., Snells 5.35, Parlers 5.48, arrives Vances 6.10 p. m.

No. 31 going North leaves Vances 11.15 a. m., Snells 11.35, Parlers 11.48, arrives Harlin City 12.10 p. m.
No. 32 going South leaves Harlin City 8.30 a. m., Parlers 8.48, Snells 8.57, arrives Vances 9.15 a. m.

Trains 32 and 31 connect with No. 1 at Vances.

Trains 34 and 33 connect with No. 2 at Vances.

No. 41 connects with No. 1 at Eutawville. No. 1 has connection from S. C. No. 11 at Peggalls, connects with Harlin City Branch Trains 32 and 31 at Vances and connects with C. C. No. 43 at Hamlet.

No. 2 has connection from C. C. No. 36 at Hamlet, connects with Harlin City Branch Trains 34 and 33 at Vances and connects with S. C. No. 12 at Peggalls.

No. 1 connects with C. F. & Y. V. at Bennettsville for Fayetteville, connects with Seaboard Air Line at Hamlet for Wilmington, Charlotte, Shelby Rutherfordton; and at Charlotte with R. & D. Vestibule Limited for Washington and New York. Passengers can take sleeper at Charlotte at 8.15 p. m.

No. 2 passengers by this train have through Sleepers. New York to Charlotte, connects with S. A. L. at Hamlet from Charlotte and North, and from Wilmington, connects with S. C. R. R. at Peggalls for Charleston. Dinner at Hamlet. C. MILLARD, Superintendent.

"OLD RELIABLE" LINE.
South Carolina Railway

PASSENGER DEPARTMENT.
In effect October 1, 1893.

| SCHEDULE. | 7 15 a. m. | 7 00 p. m. |
|----------------|-------------|-------------|
| Lv. Charleston | 7 15 a. m. | 7 46 p. m. |
| " Summerville | 7 52 a. m. | 8 28 p. m. |
| " Peggalls | 8 28 a. m. | 9 10 p. m. |
| " Branchville | 9 10 a. m. | 9 41 p. m. |
| " Bamberg | 9 53 a. m. | 9 53 p. m. |
| " Denmark | 10 08 a. m. | 10 08 p. m. |
| " Blackville | 10 25 a. m. | 10 08 p. m. |
| " Aiken | 11 27 a. m. | 11 05 p. m. |
| Ar. Augusta | 12 15 m. | 11 50 a. m. |
| Lv. Augusta | 6 30 a. m. | 3 40 p. m. |
| " Aiken | 7 13 a. m. | 4 27 p. m. |
| " Blackville | 8 11 a. m. | 5 28 p. m. |
| " Denmark | 8 26 a. m. | 5 44 p. m. |
| " Bamberg | 8 39 a. m. | 5 58 p. m. |
| " Branchville | 9 05 a. m. | 6 25 p. m. |
| " Peggalls | 10 02 a. m. | 7 28 p. m. |
| " Summerville | 10 39 a. m. | 8 05 p. m. |
| Ar. Charleston | 11 20 a. m. | 8 45 p. m. |
| Lv. Charleston | 7 15 a. m. | 7 00 p. m. |
| " Orangeburg | 9 46 a. m. | 9 47 p. m. |
| " Kingville | 10 32 a. m. | 10 37 p. m. |
| Ar. Columbia | 11 15 a. m. | 11 25 p. m. |
| Lv. Columbia | 4 20 p. m. | 6 50 a. m. |
| " Kingville | 5 05 p. m. | 7 38 a. m. |
| " Orangeburg | 5 56 p. m. | 9 47 a. m. |
| Ar. Charleston | 8 45 p. m. | 12 25 a. m. |
| Lv. Kingville | 10 38 a. m. | |
| Ar. Camden | 11 58 a. m. | |
| Lv. Camden | 3 25 p. m. | |
| Ar. Kingville | 4 55 p. m. | |

Through sleeper on train leaving Charleston 7 00 p. m., arrive Atlanta 6 25 a. m.
Train leaving Charleston 7 15 a. m., runs direct to Asheville.

Through trains between Columbia and Blacksburg via Camden and Ohio River and Charleston R. R.
Connection made at Peggalls from C. S. & N. R. R. for Atlanta and the West.

E. P. WARING,
Gen'l Pass. Agent, Charleston, S. C.
J. M. TURNER, Superintendent.
O. M. WARD, General Manager.

O'DONNELL & Co.,

Fall 1893.

In making this, our Annual Fall Announcement, we desire to call particular attention to our

HAT STOCK

For years we have been making a specialty of this department, and we can safely say that we have never been better prepared than this season.

—OUR STOCK COMPRISES—

OVER 100 DOZEN SAMPLE HATS

of the latest shapes and styles, which we offer

AT ONE-HALF REGULAR PRICE.

This statement would seem incredulous, but we are prepared to prove it by an examination of our stock. There are many citizens of Sumter County who are now wearing hats bought from us two and possibly three years ago

AT ONE DOLLAR EACH.

Who will bear us out in the assertion that in some grades they are even less than one-half what they have been paying for the same class of goods. Our friends seem to appreciate our efforts in this line, for several days before our stock was received we were having inquiries:

"Have Your Hats Come In?"

And when they did come, before we had an opportunity of assorting and marking them, several dozen were picked out. We would therefore advise friends who wish a CHOICE FUR HAT, either soft or stiff in any shape

AT ONE DOLLAR,

To call early and make their selections, as they are going very rapidly.

IN OUR Clothing Department

We are better prepared than usual to give you good value for the money you wish to invest, from a

Boy's Suit at 65c. to a Man's Suit at \$25.00.

We feel that we can supply your wants.

IN OUR Shoe Department

You will find HONEST VALUE and a complete stock from which to select. We cannot pass over this department without calling attention to our

Celebrated Brand of E. P. Reed & Co's.

We have had exclusive sale of these goods for five years and we will pay a Reward \$50 to any lady in the county who has ever bought these goods from us, and upon failure of the same to give satisfaction that we did not REFUND HER MONEY, give a new pair of shoes or make due allowance for the time they were worn. This we are authorized to do by the manufacturers.

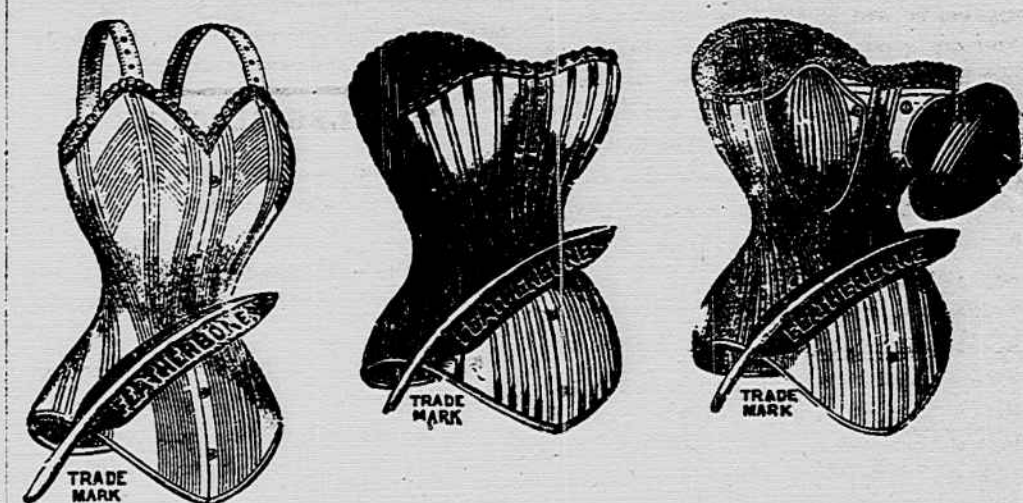
IN OUR DRY GOODS DEPARTMENT

We offer a complete line of Staple and Fancy Dry Goods and DRESS GOODS, with Trimmings to match. We might enter into an enumeration of prices here that would astonish you, but as the STOCK IS SO LARGE and advertising so expensive we merely ask you to call and be convinced.

In our Notion Department we Have a Lot of Slightly Soiled Kid Gloves at 25c. pr. pair.

This includes some of the celebrated Centemeri brands. Our celebrated GLOBE KID, in all shades, every pair warranted, has no superior.

Featherbone Corsets.



The lady who desires solid comfort, ought to supply herself with a pair of the above brand as soon as possible. The subjoined cuts give only a faint idea of them. They are made strictly of feather-bone and sold exclusively by us.

We have elaborated considerably upon your exterior wants but have said nothing about THE INNER MAN. No matter how poor the crop or how low the price, WE MUST EAT and we were no less particular in providing for you in this respect than in our other various departments.

Flour is Cheap and we Bought 500 Barrels, So if you Want Rock Bottom Prices

See us before buying.

We cannot close this appeal to our friends without something to say

ABOUT THE COTTON BUSINESS.

Our reputation is pretty well established in the market, but we were never better prepared to handle the fleecy staple than we are this season. Always have the satisfaction of knowing that

O'Donnell Saw Your Sample,

For then you can feel assured if he did not buy, some one paid all or more than it was worth.

Respectfully,

O'Donnell & Company,

Main Street
Sep 20

SUMTER, S. C.

HEADQUARTERS FOR WATCHES.

JAMES ALLAN & CO.,

Diamonds, Jewelry, Silverware, Spectacles, Drawing Instruments.

THE FINEST STOCK IN THE STATE. RELIABLE GOODS AT REASONABLE PRICES.

Watch Repairing a specialty. Chief Inspectors of Watches for South Carolina Railway, Atlantic Coast Line and Southern Division of Three Cs Rail Road.

JAMES ALLAN & CO.,

Feb. 8

285 King St., Sign of Drum Clock. Charleston, S. C.